

ALL QUESTIONS AND ANSWERS

(Similar questions were asked by different citizens. In an effort to be consistent in our responses, many of the answers given are the same and appear within this document.

All questions and answers are shown here and are in no particular order. Also, all residents who asked for the answers to all questions have already been furnished with the information. The information is now available on the website for residents to view regardless if they asked to receive all of the responses)

What is the projected 10-year cost to the County to provide for services and infrastructure to support the planned Key Harbor, Terrapin Creek, Mountain Creek and Triangle developments?

Answer: The County has looked at the cost of services and infrastructure for the Sherrills Ford region over the next ten years. It is estimated that the population will increase by at least 10,000 people. This estimate is generated by the Western Piedmont Council of Governments. A portion of this increase will be generated by the proposed developments; however, it is not known how much exactly. The County is aware of the tremendous growth in the region due to the many developments that are proposed. Based on the growth, we project that we will need one additional ambulance and one crew of eight people. The Sheriff's department is projecting additional deputies, at least six, with vehicles. The facilities for Fire, Rescue and EMS are adequate for the upcoming 10-year period due to the fact that there is a new station being constructed presently on Slanting Bridge Road. The Library anticipates the construction of a new facility in Sherrills Ford in the next few years. Other County services, such as administration and human resources are located in Newton and Hickory and will remain in those locations. Normal growth in staff and services will occur as growth in the entire County continues.

How does the County plan to pay for needed infrastructure improvements and services considering the relatively low annual additional property tax revenue (estimated ~ \$3 million per year when fully built out) from the Key Harbor project?

Answer: The County has developed a business plan for wastewater infrastructure that is independent of tax revenue and is user fee and rate based. We are not expecting any other infrastructure improvements other than the Library/County Services building for which the land has been donated by Crescent. Construction on that facility is not expected for several years. Funding for construction will be determined at that time; however, the new Library portion of the facility was planned prior to the proposed development.

How engaged is the County with the Catawba River Keeper Foundation regarding environmental impact of the proposed Key Harbor project?

Answer: Staff has not had formal contact with the River Keeper about the Key Harbor project but has had several informal discussions with Ms. Lizenby and made her aware of the County's negotiations with the Town of Mooresville. The River Keeper Foundation and Catawba County share a mutual goal of improving water quality in Lake Norman. By working with the Town of Mooresville to install sewer and potentially eliminating several NPDES discharge points in and around Lake Norman this would serve to achieve our goals.

What will be the environmental impact modeling tools applied to the Key Harbor project to evaluate any development activity on the quality of the Catawba River/Lake Norman?

Answer: Since the project does not involve Federal funds, no formal environmental impact analysis, assessment or review is required. The County has annually sampled seven points in Lake Norman for over 11 years and will continue to do so in order to evaluate any effects on water quality that may come from development activities in the Sherrills Ford / Terrell area. Furthermore, the Key Harbor project is located in a critical water supply watershed which will require the developers to meet a minimum imperviousness and lot coverage requirement. On-site stormwater controls may be required if a high-density development option is proposed by the developer.

Has the Catawba River Keeper been involved with and approved of the environmental impact modeling tools and results?

Answer: See comments in question #4 above. We are not aware of the River Keeper being involved in and are not aware of any regulatory requirements authorizing the River Keeper to approve any environmental impact modeling tools that are used by other agencies.

What will be the environmental impact modeling tools applied to the commercial development in the Triangle area?

Answer: The development must meet all Federal, State and local environmental regulations, such as the Catawba River buffer regulations and NCDENR for public utility installation. The developer must submit an erosion and sedimentation control plan for approval by the County. Also the development must meet the critical watershed requirements for imperviousness as noted in question #4 above.

What actions are being implemented to reduce the impact of light- pollution due to increased housing and commercial development?

Answer: Through the planned development –conditional zoning process for approval of the developments, the County will be able to address higher standards and hold the developer(s) to the implementation of lighting standards. We will encourage low-impact streetlights in residential developments. In addition, the draft of the County's Unified Development Ordinance (UDO) requires that lighting intensities in parking lots be controlled to ensure that light and glare are not directed at adjacent properties, neighboring areas and motorists.

What studies have been completed to understand the impact from additional run-off caused by paving for commercial parking in the Triangle area on the Catawba River/Lake Norman water quality?

Answer: The County has annually sampled seven points in Lake Norman for over 11 years and will continue to do so in order to evaluate any effects on water quality that may come from development activities in the Sherrills Ford / Terrell area. The County oversees erosion control and will ensure no increased impact from run-off. In addition, the development must meet the County's watershed regulations for imperviousness: 24% imperviousness for low density and 50% imperviousness if on-site stormwater controls are constructed.

Have downstream counties and users of the waters of the Catawba River been engaged with the development plans in Catawba County to evaluate any potential impact on their use of the waters?

Answer: The State adopted the water supply watershed regulations in 1990 to protect drinking water supplies of downstream users. The County in conjunction with other jurisdictions along the Catawba River cooperates with the State in overseeing enforcement of these regulations. The County will ensure that the development will comply with the watershed ordinance; thereby, giving predictability of development to downstream users. In addition, the County oversees a local erosion control program and will ensure no adverse impact from run-off.

Who will be responsible for enforcing the 50 foot buffer rules for development along the immediate shoreline of Lake Norman?

Answer: The NCDENR – Water Quality section in Mooresville enforces the State's buffer rules. To help further ensure enforcement of the buffer rules, staff proposed during the FERC relicensing to develop a Memorandum of Understanding (MOU) for Duke Power, State and local governments. When executed, this MOU would provide coordination of permitting such that the local government could withhold a building permit should a developer be in violation of the State buffer rules.

What will be the penalties for those who do not follow the 50 foot buffer rules?

Answer: The NCDENR- Water Quality section ensures compliance with the buffer rules. Any violation of the buffer rules is enforced by the State through fines and penalties as described in the State's regulations.

Will Catawba County continue to issue business licenses to those individuals and companies that violate the buffer and other associated ordinances and laws?

Answer: Catawba County does not enforce the State's buffer rules and has no authority to withhold business licenses as a result of buffer rule violations; however, the County may consider executing the MOU as discussed in question #10 above. Catawba County will enforce applicable ordinances and laws associated with a given project or business.

A parcel of land has been identified for a new school on the south side of Hwy 150 in the Triangle area. It is reported that this land will revert back to Crescent if not built upon within 10 years. Can you provide the 10-year school location management plans for Catawba County that will include development of this parcel?

Answer: A parcel of land has been identified for a school site on the north side of Highway 150 on Slanting Bridge Road. The location of a school has been determined by the Catawba County School System. In discussions with representatives from the school system, it is projected that an elementary school will be needed in that area within ten years. Due to redistricting, it is not anticipated that a middle or high school will be needed in the area within the next 10-year period.

Can you provide an overview of the school building budget that will include development of the above-mentioned parcel?

Answer: Catawba County is presently building an elementary school in the Town of Catawba. The cost of that building is \$10,000,000.

Some of the land being provided for various community interest – 22 acres for the Optimist Park and 2 acres for the library – is being valued at \$50,000 per acre that appears to be a significant contribution to the area. However, the Mountain Creek Park set-aside of 600 acres is valued at approximately \$1.2 million according to the FERC document, or about \$2,000 per acre. At \$2,000 per acre the 24 acres (22 + 2) appears to be a very minimal investment for the potential commercial return to be gained by Crescent. Can the County explain why it is willing to accept such a minimal financial investment by Crescent? And, can the County explain this dramatic difference in the value of land? And, why does the County use such a high figure when describing the Optimist Park and library set-asides.

Answer: There has been no value set for any of the land donated by Crescent with the exception of the land reserved for the YMCA and the Catawba Valley Medical Center. The future purchase price for those reserved 10-acre parcels is \$50,000 per acre. There was mention of the FERC Agreement-In-Principle at the residents meeting where \$1,900 per acre has been offered by Duke to put towards the Mountain Creek parcel if the County chooses to purchase the parcel at a later date; however this would not be the sale price per acre for this property.

The reported WWTP service plan being negotiated with Mooresville is for a reported 100,000 gallons per day. This plan only supports about 650 homes (150 gallons per day water usage). The Key Harbor project has 700+ acres that will most likely have much more than 650 homes...what are the future plans for providing wastewater services for Key Harbor? What is the Catawba County obligation to Mooresville to help pay for expansion of capacity in the future? What are the limits of Mooresville within their growth plans to support the projected residential and commercial growth of Sherrills Ford/ Terrell?

Answer: The treatment capacity that has been negotiated with Mooresville is for an average daily flow of 750,000 gallons per day with an option to increase to 1,500,000 gallons per day.

The currently negotiated capacity with Mooresville, 750,000 gallons per day, will cost Catawba County \$1,400,000 payable in three payments. The first payment of \$400,000 is proposed to be paid when the sewer flow begins, the second payment of \$400,000 is proposed to be paid when the average daily flow reaches 250,000 gallons per day, and the third payment of \$600,000 is proposed to be paid when the average daily flow reaches 500,000 gallons per day.

We are not aware of any limits within the Mooresville growth plans that will affect the projected growth of Sherrills Ford / Terrell. However, we do know that this plan fits within the goal of the Town of Mooresville to become a regional utility provider.

What is the proposal to pay for the waste water sewer service? Does the County have any thoughts or plans to create a waste water district in SE Catawba County?

Answer: The business plan for the wastewater system anticipates connection fees and user rates sufficient to pay for the infrastructure in a 15-20 year period.

Do the current negotiations regarding waste water service include the future potential for providing this service (and water service) to existing developed neighborhoods within the Sherrills Ford/ Terrell area? Can you provide details on these plans?

Answer: Not exactly, the negotiations have not included this specifically but the treatment capacity that is/has been negotiated is expected to be sufficient to serve these areas. The business plan for the wastewater system does include funding a capital reserve fund that may be used for this and other capital expenditures related to the system.

Catawba County reports that the road situation is “out of the hands” of the County and is totally the responsibility of the NCDOT. It is also reported that the NCDOT has no plans for at least 10 years to improve Hwy. 150 through Catawba County. Why should we allow the addition of thousands of vehicle trips per day along the Hwy. 150 corridor without a solid plan for road improvement? Does this not violate the basic tenant of the Sherrills Ford Small Area Plan of maintaining a rural aspect of the area? What does the County plan to do to minimize the creation of big city traffic jams in a rural area?

Answer: (1) Island Point Road/Sherrills Ford Road impacts MAG Land prepared a Traffic Impact Analysis (TIA) for 1800 units at Key Harbor. The analysis was submitted and approved by NCDOT in 2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads.

(2) *Slanting Bridge Road/Hwy. 150*
Crescent Resources, the developer of the village at Slanting Bridge Road and Hwy. 150, is awaiting review comments from NCDOT for their submitted TIA.

(3) *Hwy. 150*
The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincoln. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a “Strategic Corridor”. We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

What level of engagement has the County had with the proposed truck traffic scheduled for the upgraded Marshall Steam Station? Has an engineering study been completed for the roadway capability on Slanting Bridge and Sherrills Ford

Road to support heavy truck traffic in the density of 10-12 trucks per hour? What have been the results of the engineering evaluation regarding the degradation of road safety due to the proposed heavy truck traffic from the Steam Plant? (i.e. how many accidents and what is the proposed severity of the accidents due to this dramatic increase in heavy truck traffic?) What evaluation has been completed regarding the impact of this increased heavy truck traffic with the operation and safety of school buses?

Answer: Catawba County has been very engaged with Duke Power in the proposed upgrades to Marshall Steam Station, which are a result of Federal and State-mandated air quality improvements associated with the recently enacted Smokestacks Law. The County's involvement included several meetings sponsored by Duke Power for local officials and the Sherrills Ford community regarding improvements to the Marshall Steam site. The Board of Adjustment issued a special use permit in October 2004 for an industrial landfill associated with the disposal of gypsum from the new scrubbers installed at the Marshall Steam Station for the purpose of improving air quality for the region. This special use application included a statement from Duke Power that truck traffic generated from the request would be 1 truck per hour for as much as 12 hours per day during the 5-day workweek. This equates to a possible 60 trucks per week, which provides minimal impact to the road system. Hwy. 150 is designated as a minor arterial which can serve interstate and inter-county travel and links cities, larger towns and other major traffic generators. The level of traffic proposed with this request would not require generation of a Traffic Impact Analysis. We have not been made aware of any traffic accidents involving truck traffic from the Marshall Steam site nor are we aware of any evaluations undertaken associated with the safety of school buses as this would be a NCDOT function.

Who will be responsible for the architectural themes used within these developments? Has the County appointed an architectural oversight and approval committee? Who is on the committee? What authorization for enforcement has been granted to the committee?

Answer: We anticipate that an application for the village center and Key Harbor will be submitted through the conditional zoning and planned development process. In reviewing and providing recommendations on the application, the Sherrills Ford Small Area Plan will be referenced which recommends that the village incorporate architectural standards to be compatible with the historical character of the Terrell area. The developer then can agree voluntarily through the conditional zoning process to propose architectural themes for the village, which can then be part of the approved project. As noted in the development agreement, Key Harbor will emulate the North View Harbor restrictive covenants. As part of the conditional zoning approval, the Planning staff will be responsible for enforcing the requirements spelled out in the development agreement.

The County does not have nor does it anticipate establishing an architectural oversight committee.

What architectural guidelines have been, or are being provided to potential builders and developers in the area?

Answer: See response to question #21 above. In addition, Hwy. 150 currently has commercial corridor standards in place and the draft of the County's Unified Development Ordinance calls for limited architectural standards to be part of the approval process associated with new commercial development. This includes materials for construction, roof pitch, facade treatment and the breaking up of building wall space.

Will "big box" commercial development be allowed within the Triangle commercial area?

Answer: If "Triangle" refers to the Slanting Bridge Road, Hwy. 150 and Sherrills Ford Road area, then the Sherrills Ford Small Area Plan recommends a mixture of commercial, office and mixed-residential uses in a village development on a scale less than 150,000 square feet of leasable area on an individual site. If larger-scale buildings were to be proposed, great care would be taken to ensure that the facades would be broken up to minimize the visual impacts through the conditional zoning process.

Will "big box" commercial development be allowed at the Hwy. 16 (existing or bypass) and Hwy. 150 intersection?

Answer: The Sherrills Ford Small Area Plan calls for such large-scale development to be located at the intersection of the existing and/or bypass Hwy. 16/Hwy.150 intersections.

A term has been mentioned called "Village Center" vs. another term called "Town Center". Supposedly these terms define the style and types of commercial development that can take place. Can details be provided about the development guidelines for these differing types of developments? Where can a copy of these guidelines be obtained? How are these guidelines enforced?

Answer: The Sherrills Ford Small Area Plan along with the proposed UDO only addresses the term "village center". The "Town Center" terminology is not used in the draft language nor do we anticipate establishing town centers under the current land use plan for Sherrills Ford. At the time of this writing, the draft UDO is scheduled to be made available by the end of May 2006 for public viewing. Contained within the draft UDO are regulations associated with a classical village center which would be approved as a planned development. The draft UDO will be made available on the County's web site, in the Planning Dept. and local libraries throughout the County. The regulations will be enforced through the approval of the planned development and monitored by the Planning Staff to ensure proper implementation.

What plans does the County have for the 40+ acres of land purchased in the late 1990's on Slanting Bridge Road?

Answer: County staff is preparing to re-locate the Sherrills Ford Convenience Center to this property with the inclusion of additional expanded services that cannot be offered at the existing Sherrills Ford Road site.

Recognizing that there is no formal application or plans at present, can you venture a guess as to timeline for these events to take place?

Answer: The Key Harbor subdivision is expected to be built over the next 10 years, starting with the next year or two. The Village Center construction is not expected to commence for at least three to five years. Terrapin Creek does not have a commencement date, although construction it is not expected to start for at least five to seven years.

Will the increased tax revenues from these projects offset the increased costs in infrastructure (schools, police/fire/EMS, etc)?

Answer: The County has looked at the cost of services and infrastructure for the Sherrills Ford region over the next ten years. It is estimated that the population will increase by at least 10,000 people. This estimate is generated by the Western Piedmont Council of Governments. A portion of this increase will be generated by the proposed developments; however, it is not known how much exactly. The County is aware of the tremendous growth in the region due to the many developments that are proposed. The facilities for Fire, Rescue and EMS are adequate for the upcoming 10-year period due to the fact that there is a new station being constructed presently on Slanting Bridge Road. The Library Department has reflected construction of a new facility in Sherrills Ford in the next few years. A new school will be needed in the upcoming 10-year period. It is expected to be an elementary school in the Village Center area. Other County services, such as administration and Human Resources are located in Hickory and will remain in those locations. Normal growth in staff and services will need to occur as growth in the entire County continues. Tax revenues may or may not pay all of the increased costs due to the fact that growth will not just be contained to the proposed developments. The County is working diligently to secure other revenue sources that can be used to offset the cost of growth in general.

How will our taxes be affected?

Answer: The County has looked at the cost of services and infrastructure for the Sherrills Ford region over the next ten years. It is estimated that the population will increase by at least 10,000 people. This estimate is generated by the Western Piedmont Council of Governments. A portion of this increase will be generated by the

proposed developments; however, it is not known how much exactly. The County is aware of the tremendous growth in the region due to the many developments that are proposed. The facilities for Fire, Rescue and EMS are adequate for the upcoming 10-year period due to the fact that there is a new station being constructed presently on Slanting Bridge Road. The Library Department has reflected construction of a new facility in Sherrills Ford in the next few years. A new school will be needed in the upcoming 10-year period. It is expected to be an elementary school in the Village Center area. Other County services, such as administration and Human Resources are located in Newton and Hickory and will remain in those locations. Normal growth in staff and services will need to occur as growth in the entire County continues. Tax revenues may or may not pay all of the increased costs due to the fact that growth will not just be contained to the proposed developments. The County is working diligently to secure other revenue sources that can be used to offset the cost of growth in general.

You also expressed a desire to receive all of the answers to all of the questions. We have a list of 26 questions that have been generated by one individual. Also, I am in the process of emailing responses to at least 50 more people. If you forward your mailing address, we will send you copies of all of the information. Please give us at least 7 business days to get the information to you after we receive your mailing information.

What is the estimated difference in taxes and charges to the developer compared to the tax burden on the present residents/taxpayers?

Answer: The County has looked at the cost of services and infrastructure for the Sherrills Ford region over the next ten years. It is estimated that the population will increase by at least 10,000 people. This estimate is generated by the Western Piedmont Council of Governments. A portion of this increase will be generated by the proposed developments; however, it is not known how much exactly. The County is aware of the tremendous growth in the region due to the many developments that are proposed. The facilities for Fire, Rescue and EMS are adequate for the upcoming 10-year period due to the fact that there is a new station being constructed presently on Slanting Bridge Road. The Library Department has reflected construction of a new facility in Sherrills Ford in the next few years. A new school will be needed in the upcoming 10-year period. It is expected to be an elementary school in the Village Center area. Other County services, such as administration and Human Resources are located in Newton and Hickory and will remain in those locations. Normal growth in staff and services will need to occur as growth in the entire County continues. Tax revenues may or may not pay all of the increased costs due to the fact that growth will not just be contained to the proposed developments. The County is working diligently to secure other revenue sources that can be used to offset the cost of growth in general.

The developer will be providing the County with amenities, such as school and library/county services sites, bike bath, traffic improvements, parks, etc. The amenities will help to offset the impacts of the development. The taxes paid by the developer will depend on how many lots are made available and how long they are carried by the developer v. private citizens. The developer will guarantee the County a certain amount of fees related to the sewer hookups, which will be applied to pay for the infrastructure.

What recent studies have been done addressing the impact of the number of students (elementary)?

Answer: Every year the Western Piedmont Council of Governments completes a growth estimation model for school capacity. Presently, it shows overcrowding in several of the County's schools including Sherrills Ford. The model is used in planning for school infrastructure improvements. A new elementary school is being constructed in the Town of Catawba, which will alleviate some of the overcrowding issue at Sherrills Ford elementary. An expansion to the Sherrills Ford Elementary School is planned for the next few years and a new school will be needed in the area in about ten years, Village Center.

Is the developer willing to address the impact on Jr. High and High School?

Answer: The developer will donate up to 25 acres of land for a school in the Village Center. It is anticipated that it will be an elementary school. With redistricting, it is not anticipated that the 10-year growth trend will have a significant impact on the middle and high school.

Will the widening of 150 be part of the "village center?"

Answer: The right-of-way will be reserved when the design is approved for the Village Center. I cannot tell you when it will be widened as that depends on the state DOT.

Is the County aware of the fact that homeowners and subcontractors have been defrauded millions of dollars by "Crescent" preferred builders? Litigation is pending.

Answer: The County is not aware of this fact. Our attorney will be advised and if appropriate and legally possible, we will include language to address the issue in the final Development Agreement.

I understand one elementary school has been proposed. What happens at the middle and high school levels?

Answer: The developer will donate up to 25 acres of land for a school in the Village Center. It is anticipated that it will be an elementary school. With redistricting, it is not anticipated that the 10-year growth trend will have a significant impact on the middle and high school.

What is the estimated difference in taxes and charges to the developer compared to the tax burden on the present residents/taxpayers?

Answer: The County has looked at the cost of services and infrastructure for the Sherrills Ford region over the next ten years. It is estimated that the population will increase by at least 10,000 people. This estimate is generated by the Western Piedmont Council of Governments. A portion of this increase will be generated by the proposed developments; however, it is not known how much exactly. The County is aware of the tremendous growth in the region due to the many developments that are proposed. The facilities for Fire, Rescue and EMS are adequate for the upcoming 10-year period due to the fact that there is a new station being constructed presently on Slanting Bridge Road. The Library Department has reflected construction of a new facility in Sherrills Ford in the next few years. A new school will be needed in the upcoming 10-year period. It is expected to be an elementary school in the Village Center area. Other County services, such as administration and Human Resources are located in Newton and Hickory and will remain in those locations. Normal growth in staff and services will need to occur as growth in the entire County continues. Tax revenues may or may not pay all of the increased costs due to the fact that growth will not just be contained to the proposed developments. The County is working diligently to secure other revenue sources that can be used to offset the cost of growth in general.

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What is the development of Sherrills Ford school classrooms/teachers to aligned with the project?

Answer: A new school will be needed in the upcoming 10-year period. It is expected to be an elementary school in the Village Center area. A parcel of land has been identified for a school site on the north side of Highway 150 on Slanting Bridge Road. The location of a school has been determined by the Catawba County School system. In discussions with representatives from the school system, it is projected that an elementary school will be needed in that area within ten years. Due to redistricting, it is not anticipated that a middle or high school will be needed in the area within the next 10-year period.

What's the process going to be for a builder to get lots for houses and commercial?

Answer: Mr. Phil Hayes is the primary contact for the project. I ask that you please direct your question to him directly at 704-382-7869. My suggestion is that you advise that you did attend the community meeting and would like additional information.

Our schools are already overcrowded. How can we develop more homes for families and not immediately provide more schools?

Answer: Every year the Western Piedmont Council of Governments completes a growth estimation model for school capacity. Presently, it shows overcrowding in several of the County's schools including Sherrills Ford. The model is used in planning for school infrastructure improvements. A new elementary school is being constructed in the Town of Catawba, which will alleviate some of the overcrowding issue at Sherrills Ford elementary. An expansion to the Sherrills Ford Elementary School is planned for the next few years and a new school will be needed in the area in about ten years, Village Center. Further, with redistricting, it is not anticipated that the 10-year growth trend will have a significant impact on the middle and high school.

Don't kids grow? What about middle and high school?

Answer: Every year the Western Piedmont Council of Governments completes a growth estimation model for school capacity. Presently, it shows overcrowding in several of the County's schools including Sherrills Ford. The model is used in planning for school infrastructure improvements. A new elementary school is being constructed in the Town of Catawba, which will alleviate some of the overcrowding issue at Sherrills Ford Elementary. An expansion to the Sherrills Ford Elementary School is planned for the next few years and a new school will be needed in the area in about ten years, Village Center. Further, with redistricting, it is not anticipated that the 10-year growth trend will have a significant impact on the middle and high school.

Where are impact fees - are they waived?

Answer: The Board of Commissioners has the ability to levy impact fees as a result of enabling legislation. A comprehensive study will need to occur before fees can be set and collected. The Board has asked that funding be included in next year's budget, starting July 1, 2006, to commence the study.

You talk about taxpayer money - these are for profit companies who need to be held accountable for impact.

Answer: By looking at the development in a holistic fashion and by using the condition use zoning/development agreement tool, the County was able to condition the development and require items to offset the impacts of the development. Such items include the following: school site, library/county services building site, traffic improvements at Sherrills Ford Elementary school, bike path on Island Point Rd., Optimist Park, Mountain Creek Park, land set aside for YMCA and CVMC.

Would Key Harbor have entrance/exit on Island Point Road?

Answer: Key Harbor would have entrance and exits on Island Point Road and Mollys Backbone Road. Residents could access their site from either direction.

What justification for 1500 in Key Harbor?

Answer: By using the conditional use zoning/development agreement tool, the County was able to direct more growth to an area of the region that could support more homes. With infrastructure, sewer, in place, more homes could be put in one location and open space preserved in another. Further, by allowing additional density in the Key Harbor subdivision, the County was able to require amenities such as the traffic improvements at the Sherrills Ford Elementary School, Optimist park and bike path on Island Point Rd.

Lot size - condos - apartments - what land cover - water run off?

Answer: There are presently 100 town homes proposed for the Key Harbor development, thus there will be several homes per acre. All town homes are going to be home ownership homes, not rental property. There will be no rental units in the Key Harbor development. There is an open space set aside requirement for subdivisions. It is proposed that the Key Harbor development neighborhoods will be separated by open space or greenways with walking trails. Water run off is regulated by our sedimentation control ordinance. County staff will work with the developer to address this requirement.

Crescent boat dock v. residents?

Answer: The Key Harbor subdivision will have home ownership piers for those who reside on the lake directly, approximately 100 units. A limited number, proposed up to 90, will have the option to buy off water lots with boat slips. The actual amount of slips that will be available will not be known until the permits are approved by the relevant regulatory agencies, 11 in all.

How will the county address several "preferred" builders of Crescent, who have filed Chapter 11 and bilked several million dollars out of dozens of homeowners in the Crescent Communities? (NV Harbour, The Point).

Answer: The County is not aware of this situation. We will advise our attorney as we write the development agreement and if it is legally possible, I will ask that wording be included in the document to protect residents in the future.

Why is the county proposing a YMCA ? The Y is a tax-exempt organization which creates unfair business practice against "for profit" companies. Why would the county miss out on this tax revenue? Why not propose a health / fitness/ recreational facility and be fair to all potential providers?

Answer: The request for the inclusion of a YMCA came as a result of discussions with the County Commissioners. The County has several YMCA sites and it was requested that staff work with the YMCA to determine if a site would be suitable for Sherrills Ford. The YMCA expressed interest, which resulted in a set aside of land. It is desirable for the County to provide facilities for all residents and the YMCA is a non-profit organization that makes lower rates available for qualifying residents. The County believes this is a necessary community service.

How will the county support road infrastructure in light of this and other proposed developments between Sherrills Ford and Rt 77? (As a daily commuter to the uptown area, my average commute to reach Rt 77 is approximately 20 minutes and will most likely increase not only with this development but with others planned. This will become the major obstacle not only for current residents (and county officials), but future residents who are on the cusp of a tolerable commute times.

Answer: The 4-laning of NC 150 is the #1 priority in the Unifour Region as identified by the MPO/RPO Transportation Organization. Officials have met on numerous occasions with DOT Board Members and members of our legislative delegation urging the road improvements on NC 150.

Will all traffic from Key Harbor be directed to Island Point Road?

Answer: There will be several ways to access the subdivision, both from Island Point Road and Mollys Backbone Road. Residents will be able to enter and/or exit for either road.

How will this development affect our taxes - mainly those on Island Point Road?

Answer: The County has looked at the cost of services and infrastructure for the Sherrills Ford region over the next ten years. It is estimated that the population will increase by at least 10,000 people. This estimate is generated by the Western Piedmont Council of Governments. A portion of this increase will be generated by the proposed developments; however, it is not known how much exactly. The County is aware of the tremendous growth in the region due to the many developments that are proposed. The facilities for Fire, Rescue and EMS are adequate for the upcoming 10-year period due to the fact that there is a new station being constructed presently on Slanting Bridge Road. The Library Department has reflected construction of a new facility in Sherrills Ford in the next few years. A new school will be needed in the upcoming 10-year period. It is expected to be an elementary school in the Village Center area. Other County services, such as administration and Human Resources are located in Newton and Hickory and will remain in those locations. Normal growth in staff and services will need to occur as growth in the entire County continues. Tax revenues may or may not pay all of the increased costs due to the fact that growth will

not just be contained to the proposed developments. The County is working diligently to secure other revenue sources that can be used to offset the cost of growth in general.

Will there be a website where we all can see the answers to all questions?

Answer: I believe your husband may have expressed a desire to receive all of the answers to all of the questions. We have a list of 26 questions that have been generated by one individual. Also, I am in the process of emailing responses to at least 50 more people. If you forward your mailing address, we will send you copies of all of the information. Please give us at least 7 business to get the information to you after we receive your mailing information.

Beatty Road is mentioned in the handout but there is nothing on the map?

Answer: I am not sure to what you are referring.

Will the public have a vote on rezoning for Key Harbor?

Answer: Public hearings will be held at which time the public may comment on the proposed rezoning application. There will be no formal vote of the public. The public hearings are advertised in the newspaper and the Agendas for the Planning Board and Board of Commissioners are available on the County's website - catawbacountync.gov.

The Small Area development plan only allows a max density of 1 home per 1/2 acre. Key Harbor appears to violate that.

Answer: The Key Harbor subdivision exceeds the allowable density as stipulated by the Small Area Plan. The Small Area Plan also recommends the exploration of the transfer of development right tool, which allows for a density transfer from one area to another. This concept is being used to exceed the recommended density pattern through the use of conditional use zoning and a development agreement.

Traffic on 150 is backed up from Williamstown to the 1st entrance to Pinnacle Shores now. Has an impact study looked at this?

Answer: I am not aware that the Traffic Impact Analysis addressed the area to which you refer. The NCDOT requires a traffic improvement analysis and the area that must be studied. We intend to compile the two traffic studies, Key Harbor and Village Center, into one overall document. The County is also attempting to have Highway 150 designated as a strategic corridor in an attempt to have the traffic situation addressed sooner than later.

How will roads handle additional population? Highway 150 and Highway 16 are already overused!

Answer: The County is presently attempting to have Highway 150 designated as a strategic corridor with the outcome of having the traffic situation addressed sooner than later. Highway 16 is presently being upgraded and will be 4-laned to Charlotte.

How will sewer be handled? We don't want a water treatment in our residential area!

Answer: If a sewer agreement is executive by the Board of Commissioners, it will be treated in either the Town of Catawba or the City of Mooresville. A treatment plant is not proposed for the area. The County will own the infrastructure and the City of Hickory will bill customers and maintain the infrastructure regardless of where it is sent to be treated.

What about middle and high schools?

Answer: Do to redistricting in the area, it is not anticipated that there will be a significant impact on the middle or high school in the next 10-year period.

What about police protection and a land designated for a building like hospital and YMCA.

Answer: The County anticipates an influx of approximately 10,000 people to the Sherrills Ford area over the next 10 years. As a result, we expect to add to the Sheriff's staff due to the increase in population. Also, there has been land set aside in the Village Center for the Catawba Valley Medical Center and the YMCA. Those organizations have 5 years to purchase the land and commence construction before it reverts back to Crescent. The land price is locked in at a maximum of \$50,000 per acre and the 5 years to purchase starts when Crescent commences construction on the Village Center.

Can we have access to a website to see the answers to all the questions?

Answer: The County is responding individually to those who left questions. We received inquires from at least 100 people, many of whom had multiple questions. In one case, 26. If you would like to see the questions and answers, I respectfully request that you send your mailing address to me and I will make copies and send them to you. I would ask that you give at least 7 business days from the time we receive your address to when you can expect to receive the responses. Thanks.

Where will community docks be allowed in Key Harbor?

Answer: The site plan shows two community dock areas on either side of the cove that is to the south of the main peninsula. If you cannot locate the community docks on the map you were provided, please let me know and I will send you another copy with the docks highlighted.

Why not make Terrapin and Key Harbor the same density. Five-acre lots add nothing and distort density of Key Harbor.

Answer: Although the project was viewed in a holistic manner, the same developer does not own both parcels. Therefore, density was transferred from one parcel to another with the bulk of the development on Key Harbor. Terrapin Creek will be developed at a later date, by a developer to be named, possibly Crescent.

Will existing house be required to go on public sewer also?

Answer: The County has not developed a sewer ordinance. When it is developed, it will address hookups for existing structures. I cannot comment now on whether or not you will have to hook up on a mandatory basis. However, I can say that we did discuss giving existing residents the option to hook up if it was feasible. There will be more to come at a later date.

Will Mt. Creek have any homes eventually?

Answer: It is possible and depends directly on the outcome of the Federal Energy Regulatory Committee (FERC) relicensing process. The County would like to see no development on the parcel. However, if that is not possible, a maximum of 150 units could be constructed on a portion of the site.

Do any of the developers or land holders or the County or anyone involved have any plans on offering buyouts of property to people who live directly adjacent to the village development since no one wants to live in the middle of a shopping area?

Answer: I am not sure if these plans exist. However, if there is any discussion in this regard, I will be sure to forward your contact information along as long as I am involved with the project.

Can something be added to the proposal to keep trees that are big and old, 25 - 30" diameter?

Answer: We will discuss this issue as we put together the development agreement. I think it would be desirable to take advantage of the natural landscape as much as possible, especially the older trees on the property.

Are you thinking of multifamily homes?

Answer: There are 100 town homes proposed for the Key Harbor development and senior housing proposed for the Village Center. The town homes would be home ownership properties. I'm not sure how the senior housing arrangement would be set up in the Village Center. The County is not in favor of rental property at either location.

What would the price range be?

Answer: It is difficult to answer this question. When speaking with the developers regarding the Key Harbor development plan, they indicated the low end housing would be in the \$150,000 to \$200,000 range. I'm not sure if they were referring to the town homes. I have no information for the Village Center.

Who would pay for additional school and road widening?

Answer: The County is responsible for funding school operational and capital expenses and the state pays for roads. The County is anticipating growth in the area and a portion of that growth will be paid for by additional property tax revenue. The County is also working diligently with the General Assembly to gain the authority to raise revenue from other sources.

What about impact fees?

Answer: The Board of Commissioners has the ability to levy impact fees as a result of enabling legislation. A comprehensive study will need to occur before fees can be set and collected. The Board has asked that funding be included in next year's budget, starting July 1, 2006, to commence the study.

What is to be done with the Catawba River Bridge?

Answer: The County is presently attempting to have Highway 150 designated as a strategic corridor with the outcome of having the road improved sooner than later. When the road is improved, the bridge will have to be upgraded to accommodate the traffic. Road improvements are paid by NCDOT.

Will Village Center be developed simultaneously with residential areas?

Answer: It is anticipated that the Key Harbor subdivision will commence construction within the next year. Construction at the Village Center will start no sooner than three years from now.

Any plans for road from Sherrills Ford Road to Mt. Pleasant Road for fire protection?

Answer: I am not aware of any plans for additional roads at this time.

What are we going to do about a high school?

Answer: As a result of redistricting, it is not anticipated that there will be a significant impact on high school enrollment over the next ten-year period.

Will there be a Walmart?

Answer: I cannot say definitively if there will ever be a Walmart. However, the Small Area Plan does not call for that type of development in the Village Center. We will need to work out the details as part of the development agreement. We can limit square footage, which may discourage a large store from attempting to locate in the area.

Type of development?

Answer: I am not sure of this question. However, I can tell you that all of the homes in the Key Harbor subdivision are home ownership and are going to be subjected to the Northview Harbor restrictive covenants, at a minimum. The Village Center is supposed to have a historic theme as stipulated in the Small Area Plan. Those details will be part of the development agreement.

Four-lane road?

Answer: The County is presently attempting to have Highway 150 designated as a strategic corridor with the outcome of having the road improved sooner than later. The upgraded roadway will have four lanes from Highway 77 to Lincoln County.

A source at Magland has stated that they are (or will be) paying a \$6000 per lot fee in Key Harbour. Is that a form of impact fee that will help pay for infrastructure and civic improvements which will be needed in our area?

Answer: I think the fee you speak of is what would be charged for water and sewer hookups. We quoted a fee of \$5,700 to the developer if water and sewer were available. Impact fees are not charged in Catawba County, although the Board of Commissioners has asked that a study be conducted in the upcoming fiscal year, which is required by Statute, in the event they wish to consider them in the future.

How many pump stations for Key Harbor?

Answer: The design for the sewer system has not been finalized. The conceptual plan depicts one pump station on the property at the location where the County would bring the lines. Any additional pump stations that may or may not be needed within the subdivision have not been determined.

Who maintains them?

Answer: The City of Hickory will maintain the sewer infrastructure.

Where will discharge go?

Answer: It depends on where the sewerage is treated. It will either be in Lyle Creek/Lake Norman (Catawba Plant) or in the Rocky River (Mooreville Plant).

How can Molly's Backbone and Sherrills Ford Roads handle 3,000 + cars?

Answer: A Traffic Improvement Analysis has been conducted for the subdivision, when 1800 homes were proposed previously. With traffic improvements on Island Point and Sherrills Ford Roads, it was determined the additional traffic could be accommodated. The developer would be responsible for all of the required traffic improvements as stipulated by NCDOT.

How can you do 1500 lots, 3000 cars, with only 2 ways in Island Point Road or Molly's Backbone, and how can you add 3,000 cars to these roads?

Answer: A Traffic Improvement Analysis has been conducted for the subdivision, when 1800 homes were proposed previously. With traffic improvements on Island Point and Sherrills Ford Roads, it was determined the additional traffic could be accommodated. The developer would be responsible for all of the required traffic improvements as stipulated by NCDOT.

Why can't the roads be done first?

Answer: Roads are subject to NCDOT requirements. There will be improvements to the road ways as a result of the proposed development.

The school is over capacity now - where will the new kids go?

Answer: Presently, a new elementary school is being constructed in the Town of Catawba. When it opens next year, it will alleviate some of the burden on the Sherrills Ford Elementary School. An expansion to Sherrills Ford Elementary School is planned

in the next few years and a new elementary school for the area, in the Village Center, in planned in the next 10 years. Based on the school capacity analysis, conducted by the Western Piedmont Council of Governments, the proposed growth will not have a significant impact on the middle and high school due to recent redistricting.

How can I obtain detail of the planned bicycle and walking paths?

Answer: The County Planning Department will have detailed plans for all of the amenities associated with the proposed development. As more detailed plans are submitted, they will be available for public inspection. I will pass your interest in the bike and walking paths along to the Planning Department. I would also ask that you periodically check in with them to determine if plans have been submitted so you can receive a copy.

I have also made note of your desire to volunteer to lead a committee to explore this aspect of the plan. I will pass that information on to the developers and suggest that they contact you for input.

How can you have 1500 lots on 705 acres?

Answer: The Sherrills Ford Small Area plan recommends the exploration of a tool referred to as transfer of development rights. Essentially, the tool allows a developer to transfer rights, in this case density, from one area to another. The usage of the transfer of development rights tool is questionable in North Carolina. However, the General Assembly made a new tool available this past January, which can essentially accomplish the same purpose. It is referred to as a Development Agreement. Combined with conditional zoning, a development agreement can be used to transfer density and condition a development to offset the impact of that transfer. In the case of Key Harbor, density was transferred from Mountain Creek and Terrapin Creek in exchange for various amenities at the Key Harbor site, adjacent to the site and in the Village Center.

What is time frame for start to finish?

Answer: The timeframe for Key Harbor build out is ten years. The Village Center construction will start in three to five years, no build out has been specified. Terrapin Creek should not start construction for at least seven years. The specifics of the build out and phasing will be addressed in the Development Agreement. What I am suggesting now is what has been discussed with the developers but has nothing has been finalized.

What are plans for traffic movement?

Answer: The Traffic Impact Analysis, required by NCDOT, stipulates all of the traffic improvements that will need to be completed by the developer. Those include, additional turning lanes on Sherrills Ford and Island Point Roads, along with signalization. Also signalization and turning lanes will be installed at the intersections of Sherrills Ford and Slanting Bridge Roads, Highway 150 and Slanting Bridge Road and Highway 150 and Sherrills Ford Road. The County is presently in the process of attempting to have Highway 150 designated as a strategic corridor. If so designated, traffic improvements on the highway will be addressed sooner than later. However, we do not expect any improvements for several years at the earliest.

We live on Riviera Drive, Sherrills Ford. When is there a possibility of water and sewer in Riviera Drive?

Answer: The sewer project for the area will be developed initially for the Key Harbor and Village Center projects. Any expansion to the system will need to occur at a later date and be subject to a sewer ordinance that will need to be developed. I am not sure about the availability of water in your area. I will pass your question on to our County Engineer and ask him to respond to you directly.

The County is currently developing the primary water distribution main for providing a reliable potable water system that sustains long-term needs in southeastern Catawba County. There are two segments remaining with a projected completion date of 2009. The primary water distribution main will create a looped system providing opportunity and availability to Sherrills Ford/Terrell Area. There are no immediate plans to extend water to Riviera Drive. The reason why is the County has over \$100,000,000 in water and sewer needs countywide, and these needs are being addressed based on the extent of need, benefit to cost, environmental impact, and available funds. However, you are welcome to submit a petition with your neighbors requesting extension of water service, and it will be reviewed under the same criteria. We encourage petitioners to share in the cost, sometimes up to 100%, in order to place and/or move their project up the priority list.

Once the primary sewer system is installed in the Sherrills Ford/Terrell area, wastewater needs of the area will be addressed in similar fashion.

What types of multi-family housing is being proposed?

Answer: There are 100 town homes proposed for the Key Harbor development and senior housing proposed for the Village Center. The town homes would be home ownership properties. I'm not sure how the senior housing arrangement would be set up in the Village Center. The County is not in favor of rental property at either location.

Will Village Center resemble Birkday Village or be another strip center?

Answer: The Sherrills Ford Small Area plan recommends a historic character for the Village Center with smaller stores, such as Harris Teeter, Talbot's, etc. A strip center is not envisioned. The final design will occur at a later date but will be consistent with the intent of the Sherrills Ford Small Area Plan.

What is the timeframe for a public hearing/finalized plans?

Answer: To date, we have not received a formal application. Agendas for the Planning Board and Board of Commissioners meetings are posted on the Catawba County website at www.catawbacountync.gov. The Planning Board meets on the fourth Monday of the month and the Board of Commissioners meets on the first and third Mondays of the month. The application will go to the Planning Board first and then the Board of Commissioners. We will also publish the rezoning request in the newspaper. I expect public hearings will start sometime this summer. Please check the website periodically and watch the newspapers.

Will those of us who have no sewer or water get it?

Answer: The sewer project for the area will be developed initially for the Key Harbor and Village Center projects. Any expansion to the system will need to occur at a later date and be subject to a sewer ordinance that will need to be developed. I am not sure about the availability of water in your area. If you provide me with your street address, I would be happy to pass your question on to our County Engineer and ask him to respond to you directly.

Does the developer Crescent or who pay for sewer?

Answer: The sewer project will be paid for by the County. Hook up charges and user fees will be charged that will offset the cost of the sewer system.

How will this affect traffic on Sherrills Ford Road and 150?

Answer: There will be more traffic on the roadways you mention as a result of the proposed development. The Traffic Impact Analysis, required by NCDOT, stipulates all of the traffic improvements that will need to be completed by the developer. Those include, additional turning lanes on Sherrill's Ford and Island Point Roads, along with signalization. Also signalization and turning lanes will be installed at the intersections of Sherrills Ford and Slanting Bridge Roads, Highway 150 and Slanting Bridge Road and Highway 150 and Sherrills Ford Road. The County is presently in the process of attempting to have Highway 150 designated as a strategic corridor. If so designated, traffic improvements on the highway will be addressed sooner than later. However, we do not expect any improvements for several years at the earliest.

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What about the roads? It's impossible to travel Route 150 today.

Answer: Traffic congestion and the necessary traffic improvements have been, and continue to be, a major focus of concern which Catawba County asked the developers to address. Following are the highlights of the proposed improvements:

(1) Island Point Road/Sherrills Ford Road impacts

MAG Land prepared a Traffic Impact Analysis (TIA) for up to 1800 units at Key Harbor. The analysis was submitted and approved by NCDOT in 2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads.

(2) Slanting Bridge Road/Hwy. 150

Crescent Resources, the developer of the village at Slanting Bridge Road and Hwy. 150, is awaiting review comments from NCDOT for their submitted TIA.

(3) Hwy. 150

The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincolnton. At this time, there is no

additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Roads, road, roads. 150 impossible now. What happens with another 10,000 cars here?

Answer: Traffic congestion and the necessary traffic improvements have been, and continue to be, a major focus of concern which Catawba County asked the developers to address. Following are the highlights of the proposed improvements:

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become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

What about traffic? Could a DOT representative not attend these meetings.

Answer: Traffic congestion and the necessary traffic improvements have been, and continue to be, a major focus of concern which Catawba County asked the developers to address. Following are the highlights of the proposed improvements:

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We have had contact with our NCDOT representative on numerous occasions about the need for road improvements in this area. NCDOT has reviewed the traffic impact analysis and made minor changes to the planned improvements.

Who is “you wanted”? I kept hearing “you wanted”. I think people were misled with this statement “you won’t have to go shopping out of this area to Mooresville”. We will still have to go to another towns.

Answer: Based on input from community meetings, the Sherrills Ford Small Area Plan designated an area for a village center to accommodate the local needs for shopping. The purpose of a mixed-use village center would be to provide the shopping conveniences for local citizens and reduce the overall need to travel to other locations for all shopping needs.

What is 150/16 development plan?

Answer: The Sherrills Ford Small Area Plan identifies the Hwy. 150/16 area as a future regional commercial area. This area extends east of the current intersection of Hwy. 150/16 and encompasses the new interchange of the Hwy. 150/16 Bypass. The regional commercial area would allow for large-scale commercial developments which would provide a mixture of uses such as commercial, office-institutional and multi-family to serve the needs of a population service district of 40,000 – 150,000 people within a 20-30 minute drive. At this time, no specific development plans have been submitted for this area.

When will 150 be widened and how wide?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincoln. The proposed improvements call for a four-lane road with a combination of a 120-foot right-of-way with a divided median down to an 80-foot right-of-way in the Terrell area. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a “Strategic Corridor.” We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Will sewer/water system impact current residences in any way, including financial?

Answer: The business plan for the wastewater system anticipates connection fees and user rates sufficient for the development to pay for its infrastructure in a 15-20 year period. The developer is responsible for paying to extend the waterlines into the development. Fees will be paid for in accordance with the current water ordinance.

What about plans to widen Hwy. 150 and the bridge over Lake Norman?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincoln County. The proposed improvements call for a four-lane road with a combination of a 120-foot right-of-way with a divided median down to an 80-foot right-of-way in the Terrell area. This will include bridge improvements over Lake Norman. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Who will pay for sewer to be run this area?

Answer: The developers, homeowners in the development and businesses associated with the project will pay for the sewer infrastructure through user and capital fees. The business plan for the wastewater system anticipates connection fees and user rates sufficient for the development to pay for its infrastructure in a 15-20 year period.

What responsibility do developers like Crescent have for helping pay cost of traffic and road improvements?

Answer: The Traffic Impact Analysis for both the Key Harbor and the Crescent projects will identify necessary road improvements which the developer will be responsible for installing subject to NCDOT approval. Following are the highlights of the proposed improvements:

- (1) *Island Point Road/Sherrills Ford Road impacts*
MAG Land prepared a Traffic Impact Analysis (TIA) for up to 1800 units at Key Harbor. The analysis was submitted and approved by NCDOT in 2005. The TIA calls for turn lane additions and improvements along with

proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads.

(2) *Slanting Bridge Road/Hwy. 150*

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What is the expected impact on taxpayers?

Answer: As stated above, the developers of these projects will be responsible for paying the costs associated with necessary road improvements as well as infrastructure improvements.

How are you going to handle the increase traffic on Island Point Road and NC 150?

Answer: The Traffic Impact Analysis for both the Key Harbor and the Crescent projects will identify necessary road improvements which the developer will be responsible for installing subject to NCDOT approval. Following are the highlights of the proposed improvements:

(1) *Island Point Road/Sherrills Ford Road impacts*

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2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads.

(2) *Slanting Bridge Road/Hwy. 150*

Crescent Resources, the developer of the village at Slanting Bridge Road and Hwy. 150, is awaiting review comments from NCDOT for their submitted TIA.

(3) *Hwy. 150*

The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincolnton. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

How does traffic play into this plan? If there is any, I would like to hear the proposal of traffic handling?

Answer: The Traffic Impact Analysis for both the Key Harbor and the Crescent projects will identify necessary road improvements which the developer will be responsible for installing subject to NCDOT approval. Following are the highlights of the proposed improvements:

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Hwy. 150 widening?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincolnton. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Is Island Point Rd going to be widened? If not, why not? If so, who's paying for it?

Answer: The developer will pay for both internal and external road improvements associated with the development. MAG Land prepared a Traffic Impact Analysis (TIA) for up to 1800 units at Key Harbor. The analysis was submitted and approved by

NCDOT in 2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads. The TIA, accepted by NCDOT, did not warrant the widening of Island Point Road.

How do you propose how people using 150 get to work (the majority try) with all the extra vehicles on an already crowded road? Even many, so called 3rd world countries build or improve roads/rails before developing.

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincolnton. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

When is 150 slated to be widened?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincolnton. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Where are the road improvements for Molly's Backbone?

Answer: MAG Land prepared a Traffic Impact Analysis (TIA) for up to 1800 units at Key Harbor. The analysis was submitted and approved by NCDOT in 2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads.

Rowe Street (water, sewer, pavement?) in Terrapin Creek development.

Answer: Rowe Street is not included in the Terrapin Creek development, it is to the north across the cove from Terrapin Creek. No improvements are proposed for Rowe Street.

What road will serve the Mtn. Creek tract development and which of the two options are most likely to be approved?

Answer: The Mtn. Creek tract has frontage on Little Mtn. Road, which is a State-maintained road. The options for the Mtn. Creek tract are tied to the Duke Power relicensing process. Under the agreement with Duke Power, the County would have until 2009 to acquire the 600- acre tract under option 1. If grants cannot be secured during this time frame, then option 2 would happen. In either scenario, there will be park land dedicated for public use.

Will there be limited access to Hwy. 150 at the village center?

Answer: Yes, the County's ordinance requires limited driveway access to the village based on the frontage of the property proposed for development. Also, NCDOT will review and approve driveway connection permits for the development which will limit access.

What plans do NCDOT have for widening Hwy. 150 and what is the timeline?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincoln. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong

interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

I live on Reid Cook in the Terrapin Development. Is there any current or future plan for a community dock or access at the end of our road (Reid Cook)?

Answer: The current conceptual plan for Terrapin Development does not include development along the waterfront so community docks or access is not currently proposed. Should community docks or access be proposed in the future Duke Power would have to approve the facilities; however, their rules are changing in Sept. 2006 which may not allow or severely limit future community boat docks.

What is the plan for developing the waterfront area (cove) off of Cascade Street?

Answer: The conceptual site plan for the village includes land which adjoins the cove off of Cascade Street. The site plan currently shows a considerable amount of green space with a walking trail. No water-related development is proposed.

With the high-density of Key Harbor, what is the traffic plan for Island Point Road and Sherrills Ford Road?

Answer: MAG Land prepared a Traffic Impact Analysis (TIA) for up to 1800 units at Key Harbor. The analysis was submitted and approved by NCDOT in 2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads.

Are there plans to extend sewer service to Northview Harbor?

Answer: The current conceptual plan does not anticipate the extension of sewer service for Northview Harbor.

Why not just follow the small area plan? The amenities are not worth it.

Answer: The project is being considered as a four-parcel development, including approximately 2100 acres. The small area plan with its proposed density would allow a total of 2255 lots. The holistic planned development approach as proposed requests

only 1870 lots, which is less than the small area plan would allow. Without the holistic approach, no amenities would be considered.

How much buildable acreage will be left in Key Harbor after you deduct for streets and amenities?

Answer: The area proposed for common open space in the Key Harbor project is 118 acres. The developer has not calculated the acreage for the internal roads, but typically roads range from 15-25% of the acreage of the development. This would leave approximately 400 acres as “buildable” acreage; however, the County uses the gross acreage of land when we determine the overall density of a development.

What about the roads? Will Sherrills Ford Road and Island Point remain two lanes? 1500 cars equals 3000 cars.

Answer: MAG Land prepared a Traffic Impact Analysis (TIA) for up to 1800 units at Key Harbor. The analysis was submitted and approved by NCDOT in 2005. The TIA calls for turn lane additions and improvements along with proposed signal lights at key intersections along Sherrills Ford Road, including Mollys Backbone, Island Point and Slanting Bridge roads. Additional turn lanes and widening of Sherrills Ford Road with its intersection at Hwy. 150 are included in the TIA. Upon construction of the improvements called for in the TIA, Island Point Road and Sherrills Ford Road will be able to accommodate the traffic demands estimated for the roads. The TIA, accepted by NCDOT, did not warrant the widening of Sherrills Ford Road or Island Point Road.

When will 150 be widened in relation to all of the development? How can a 2-lane bridge on 150 handle all of this growth?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincoln. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a “Strategic Corridor”. We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Sherrills Ford Small Area Plan – multi-family to be apartments or condos?

Answer: The Sherrills Ford Small Area Plan includes a multi-family/office-institutional corridor along Hwy. 150. Multi-family development can include apartments, condos, townhouses, etc.; however, public sewer must be available in order to approve a multi-family project. Also, the County has development standards for corridors, which a project must meet.

Would like more specifics about enhanced development standards along Hwy. 150.

Answer: The County adopted a mixed-used corridor ordinance for development along Hwy. 150. This ordinance limits the number of driveway cuts, has increased landscape standards for parking lots and calls for architectural standards. More details on the corridor standards can be found in the ordinance on the County's web site at:

<http://www.catawbacountync.gov/depts/planning/general/MixedUse.pdf>

What is DOT requirement/plan for improvement of 150 traffic?

Answer: The widening of Hwy. 150 is in the current NCDOT Transportation Improvement Program for a planning and environmental feasibility study from I-77 in Iredell County to NC 27 in Lincolnton. At this time, there is no additional funding for construction of widening improvements; however, as new development occurs along Hwy. 150, NCDOT will require turn lanes and other improvements which will serve to minimize further traffic congestion. Catawba County, as well as Iredell and Lincoln counties, have requested funding from NCDOT for the widening of Hwy. 150 for the past 15 years. Recently, Catawba, Iredell and Lincoln counties have become aware of a new funding opportunity through NCDOT to potentially expedite the widening of Hwy. 150 through the designation of a "Strategic Corridor". We have expressed strong interest in this designation to our NCDOT Board member and have asked him to determine if Hwy. 150 is eligible for this designation. This is being reviewed by NCDOT.

Are there any provisions for traffic lights at Steam Plant exits - this will be increasingly important with additional traffic?

Answer: It is our understanding that Duke Power has offered to install a traffic signal at their main entrance off Hwy. 150 near the intersection of Kiser Island Road, pending NCDOT approval. Also, Duke Power is currently working with NCDOT on proposed improvements at the Sherrills Ford Road intersection with Steam Plant Road.

It was mentioned that the builders would be the same as in Northview Harbor. Is that an exact statement or a generalization?

Answer: The developers of Key Harbor have talked with some of the same Northview Harbor contractors and the indications are that the same builders in fact will build some

of the homes, but not necessarily all of the homes in Key Harbor. The development agreement calls for the Key Harbor development to incorporate the Northview Harbor covenant restrictions.

Not pleased with Key Harbor plans and the numbers don't make sense – how can you have a 1500 homes on those acres on the size lots “promised” and still have infrastructure, common areas, etc.

Answer: The Key Harbor project, with 1500 homes proposed, is at a density of 2.14 homes per acre. This accommodates adequate open space, sidewalks, trails and other recreational amenities for this scale of a project. The individual lots sizes vary to accommodate different housing types such as town homes and single-family detached homes.

Why is the concentration of homes in Key Harbor? Terrapin Creek and the Village have a minimum as compared to the small area plan.

Answer: The Village concept was established to provide more commercial development than residential development and does not have any limits on density in the small area plan. The density in Key Harbor fits the historical pattern established over 24 of the last 30 years when public water and sewer are available. In fact, the historical density would have allowed up to 3 units per acre and the Key Harbor project proposes 2.14 units per acre.

Access to Lake Norman has not been addressed. Why do people move to his area? How are these people without access going to use the lake?

Answer: Independent of the Crescent project proposal, the County has been working with Duke Power in the relicensing of the dams along the Catawba River. One of the main issues presented was the lack of access to the lakes. The County has worked with Duke Power to ensure adequate access in the future, including boat access, fishing, trails, picnic areas and other recreational amenities along the lakes.